

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)/Poland

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SUBJECT Developments at the Port of Szczecin and Environs

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SUPPLEMENT TO
REPORT NO.

1. The Vulcan Shipyard (Vulkanwerft) in Szczecin (Stettin) has completely recovered from all war damages and has been enlarged, so that it is now capable of handling a 20,000-ton ship. An 8,000-ton Russian cruiser was repaired there after having suffered severe damage by running afoul of a submerged wreck off Swinoujscie in May 1949. The home port of this cruiser was listed as Kronstadt, but source did not learn its name. All the sunken ships raised from Szczecin Harbor and Szczecin Bay (Zalew Szczecinski-Stettiner "aff") are being repaired at the Vulkanwerft. Among them are six small ships of the former Danzig shipping company "Reederei Weichsel A.G.". Five former German torpedo boats and one destroyer, severely hit by Russian bombers over Bornholm in March 1945, also are awaiting repairs.
2. Since the summer of 1949 the Russians have embarked on a large raising and salvaging program along the Pomeranian coast from Szczecin to Gopot (Zoppot). (They had previously devoted most of their attention to the coast further west.) The Poles have been excluded from this work, and the port of Szczecin looks more and more each day like a Russian naval base. Up to the present only smaller ships with the following old names have been raised:

Name	Tonnage
Pitt	ca. 2000 gross tons
Elica	1200 " "
Necht	1400 " "
Greifswald	2400 " "
Stargard	ca. 800 " "
Möve	2800 " "
Lucia-Maria	ca. 1000 " "

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letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

3. Great effort is being expended on the development of the harbors of Szczecin, Kolobrzeg (Kolberg), and Swinoujscie (Stolpmünde). The harbor bunkers and fortifications erected by the German Wehrmacht, later partly destroyed by demolitions and fighting, are being rebuilt and expanded. Kolobrzeg is to be built up into a submarine base and heavy concrete buildings are being constructed in the vicinity of Henkenhagen.

4.

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4. Also noteworthy is the simultaneous repair of the railroad line since July 1949. The tracks which were partly torn up are being replaced with the Russian broad gauge. The following principle is being employed in the reconstruction of the railroad network:
 - a. The harbors will be connected with each other by double-tracked lines.
 - b. The main lines will have double-tracked approaches to the individual harbors.
 - c. All secondary lines, even if narrow-gauged, are to be repaired if they lead directly to one of the harbors.
5. Since June 1949 tight security controls have been drawn around the former Politz Hydrogenation Plant near Szczecin, but Soviet intentions are unknown. Large blinds consisting of high wooden fences of nets entwined with grass have been observed from the sea.
6. Harbor administration, controls, etc. are subject fundamentally to Soviet authority. The port commandant is reported to be an Admiral Solkolov. The harbor entrance and Szczecin Bay are regularly patrolled by Soviet control boats. All ships are subjected to strict passenger and cargo inspections. The control unit consists of 12 boats with a total of 280 men and 16 officers. Its headquarters is located in a barracks on the quay about 300 to 400 meters seawards from the Hakenterrasse. Major Sambalev of the Soviet Navy is chief of the control unit.
7. Only two submarines and five speed boats are given by source as permanent units of the Soviet Navy in this port, although heavier units have appeared for visits of only several days. From April 1946 to September 1949 informant counted 11 destroyers and 4 cruisers docked in Stettin for repairs.
8. The development of the Polish Navy in Szczecin, consisting of a German torpedo boat (formerly the Albatros), 6 speed boats, and 5 submarines, leaves much to be desired. Commandant of the speed boats is reported to be the Polish Lt. Col. Kaidanski.

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